

DEATH TRAP OMAHA.

Patterson Block Burned Resulting in Two Deaths

And the Injury of Twenty Others, Mostly Women.

A HOME OF LODGES

Members of Maccabees Were Holding a Meeting.

Fire Started From a Gasoline Stove Explosion.

Omaha, Neb., March 22.—A fire partially destroyed the Patterson block yesterday afternoon. Two of its victims have already passed away, one more is not expected to live and about twenty are suffering from broken limbs and burned and lacerated flesh.

KILLED.
MRS. THOMAS TAYLOR, 1915 1/2
MRS. ANN SCHAMMEL, 1915 1/2
MRS. C. E. BROUSIE, face and hands

burned.

Mrs. A. L. King, face badly burned.

Mrs. A. L. Samuelson, face and hands

severely burned, both wrists broken.

May Samuelson, five years, burned on

hands and face.

Mrs. G. D. Wilson, face, hands and

shoulders burned.

Mrs. J. C. Holt, face and hands

burned.

Marguerite Holt, hands burned, in

jured internally, may die.

Mrs. Mary Hopkins, face and head

badly burned.

Mrs. Mary Sullivan, hands and face

severely burned.

Mrs. W. A. Rex, hands and face severely

burned.

Mrs. E. D. Schmeier, face, body and

hands burned, but cut on head; will

probably die.

Mrs. French, South Omaha, face and

hands burned.

Mrs. A. A. Smith, face and hands badly

burned, cut by glass.

Mrs. Thomas Thornton, face and

hands burned severely.

Walter Scott, hands and face severely

burned.

Unknown man, badly burned on hands

and face.

Steve Williams, five years old, face

and hands burned.

Fireman William Guider, suffocated

and fell from ladder, internal injuries;

will probably die.

Lieutenant James Adams, injured

about hips by falling down stairs.

A group of happy women, busy with

the affairs of the secret orders with

which they were afflicted, were in

moment brought face to face with

death. Sixty seconds later seven of

them lay burned and bleeding on the

pavement to which they had dropped

the thirty feet below, and the others

were rescued after they had been more or less

severely injured in their desperate dash

down the single pair of stairs that led

to safety.

The blaze started from a gasoline

stove explosion in a room in the rear

of the third floor, and spread rapidly

next to the elevator shaft. It was not

discovered until it had spread to the

adjoining apartments and the

floor was filled with smoke and flame.

About twenty members of the women's

lodge of Maccabees were attending a

committee meeting in the waiting room

in front of the middle of the building

on the same floor. They were uncon-

scious of danger until a janitor rushed

open the door and they rushed out

before the flames cut them off. The

warning came too late. The fire swept

through the door and down the

stairway. Those nearest the door fled

through the blinding smoke and reached

the street with hands and faces burn-

ed and blistered. The rest faced

a solid wall of flame.

There was a fire escape at the south

end of the building, but no one seems

to have thought of it. They rushed

panic stricken to the windows through

which the smoke was already pouring

in suffocating quantities. They rushed

scarcely a foot behind them. It caught

their clothing and scorched their faces

with increasing intensity.

In another instant spectators, attracted

by the clouds of smoke, were

horrified to see one after another spring

from the open windows and fall heavily

to the pavement. Most of them

were bleeding from severe cuts

and bruises, and all were burned until

their torn and blackened skin hung in

shreds.

In a few minutes all except Mrs. Taylor

recovered consciousness and physi-

cians and nurses, hastily summoned, did

all that was possible to relieve their suf-

ferings. As fast as hasty dressings

could be applied the victims were taken

to the Clarkson hospital and the am-

bulances. The body of Mrs. Taylor was

taken to the morgue and others whose

injuries were less severe were treated at

neighboring drug stores and at the

offices of down town physicians.

Aside from the fatalities and the in-

juries to persons, the fire was not a

serious one. The loss of property was

placed an exact estimate upon their

losses, but the total will not exceed \$50,-

000. The loss on the building is less than

half that sum, and aside from that the

heaviest losses are the proprietors of the

block. The loss of the various secret so-

cieties that occupy the halls on the

second and third floors is largely by

water and smoke and is difficult to es-

timate. One lodge of Red Men, two lodges

of the Degree of Honor, four lodges of

Maccabees and several others lost regalia

and various items of furniture. The

building is insured up to the 80 per cent

clause, and most of the other losses are

largely covered by insurance.

PLEA FOR MACADAM.

Topeka Man Tells How Good Roads

May Be Built Cheaply.

To the Editor of the State Journal.

I have read from time to time favorable

comments for good roads in your paper,

and lately you gave hints in the mac-

adam road.

With regard to macadam roads, I would

kindly ask you to publish the following

information, which is now emerging

from a long sleep, but is now emerg-

ing. The first of our people are not ac-

quainted with first class macadam road

building, and the consequence are more partial

to brick pavements.

Anyone who has seen the beautiful roads

in the city of St. Louis and in the famous

suburb of Walnut Ridge, Mo., will

where. One of the finest macadam roads

in Ireland. It is over 20 miles long

and is built from Dublin to Cork.

There is no other road of the same

kind in the world. This road is

built in 1847-48 and is the oldest

macadam road in the world. It is

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RAILROAD NEWS.

White Lights as Signal Colors Are to Be Dropped.

Yellow Seems to Be the Best Tried Substitute.

FOR GREATER SAFETY.

Red and Green Will Be Continued in Use.

Eastern Roads Beginning to Make the Change.

Chicago, March 22.—White as a rail-

road signal color is likely to be aban-

doned. The Massachusetts railroad

commissioners have formally recom-

mended its discontinuance, and the New

York, New Haven & Hartford road has

already adopted red, green and yellow

as signal colors instead of red, green

and white. The Lake Street Elevated

road, too, was recently equipped with

red and green signal lights instead of

red and white. Railway managers all

over the country are taking up the ques-

tion, and the white light appears to be

doomed.

White was chosen as the signal for

safety as far back as 1841, at a congress

of railway men held at Birmingham.

Extensive use of the white light was

made in the early days of the railroads,

and it was not until the late sixties

that the color red was introduced. It

was then that the color green was in-

troduced. The color green was chosen

because it was the most easily visible

of the three colors. The color red was

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